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**IN THE CLAIMS**

Please cancel claims 1-11 and add the attached new claims 12-23.

**REMARKS**


Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification (under 37 CFR 1.125) is respectfully requested. It is believed that the substitute specification and the new claims will facilitate processing of the application in accordance with M.P.E.P. 608.01(q). The substitute specification and the new claims are in compliance with 37 CFR 1.52 (a and b) and, while making no substantive changes, are submitted to conform this case to the formal requirements and long-established formal standards of U.S. Patent Office practice, and to provide improved idiom and better grammatical form.

The enclosed substitute specification is presented herein in both marked-up and clean versions.

**STATEMENT**

The undersigned, an agent registered to practice before the Office, hereby states that the enclosed substitute specification includes the same changes as are indicated in the marked-up copy of the original specification. It does not contain new subject matter.

Respectfully submitted,



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**Claims**

1-11 Canceled

12. (New) A power steering system comprising:
- a device for actively applying an additional steering torque; and
- a device for actively applying a superposition steering angle.
13. (New) A power steering system according to claim 12, wherein the device for actively applying an additional steering torque is a functionally self-contained and independently manageable subassembly, and the device for actively applying a superposition steering angle is a functionally self-contained and independently manageable subassembly.
14. (New) A power steering system according to claim 12, wherein the device for actively applying an additional steering torque causes generation of an anti-torque, which compensates, at least in part, any superposition torque generated by the device for actively applying a superposition steering angle.
15. (New) A power steering system according to claim 12, wherein a detection of activity of a driver is performed by actuating the device for actively applying an additional steering torque and by actuating the device for actively applying a superposition steering angle.
16. (New) A power steering system according to claim 12, wherein a selection unit is used to select a sole actuation of the device for actively applying an additional steering torque, a sole actuation of the device for actively applying a superposition steering angle, or a combined actuation of the device for actively applying an

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additional steering torque and the device for actively applying a superposition steering angle.

17. (New) A power steering system according to claim 12, wherein autonomous driving, such as an independent parking maneuver, is performed by an actuation of the device for actively applying an additional steering torque and an actuation of the device for actively applying a superposition steering angle.
18. (New) A power steering system according to claim 12, wherein the device for actively applying an additional steering torque includes at least one of an additional-torque actuator, an electronic regulating and controlling unit (ECU I), and a redundant steering torque sensor.
19. (New) A power steering system according to claim 12, wherein the device for actively applying a superposition angle includes a superposition actuator, an electronic regulating and controlling unit (ECU II) and two redundant sensors for determining the angle of rotation.
20. (New) A power steering system according to claim 19, wherein the device for actively applying an additional steering torque and the device for actively applying a superposition steering angle generates an additional steering wheel torque that is adapted to the vehicle's course and the shape of a road, as well as an adapted superposition angle.
21. (New) A power steering system according to claim 12, wherein the device for actively applying an additional steering torque and the device for actively applying a superposition steering angle generates an additional steering wheel torque, which is adapted to the current vehicle dynamics, especially the current lateral

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acceleration, as well as an adapted superposition angle.

22. (New) A method for assisting a driver comprising:

actively applying an additional steering torque; and

actively applying a superposition steering angle.